

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Alleged KVP Vehicle Park Ostritz:

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This park is not directly subordinate to the KVP but to the East German Ministry of the Interior. In early 1954, when the park was under the control of the State Secretariat for State Reserves, the Vehicle Department of the KVP used it as a collection point for imported vehicles before issue to units and as a central vehicle workshops. It ceased to be used for these purposes when the Ministry of the Interior took it over. It is a most unsuitable location, being 4 to 6 kms. from the nearest station, with access roads in a bad condition. There is accommodation for 400-500 vehicles but the sheds are in poor condition, not giving complete protection against the weather. Approximately four weeks ago an unknown number of P9 cars - a medium passenger vehicle - were delivered there.

2. Vehicle Production at IFA Chemnitz in 1955:

The planned production at IFA Chemnitz is approximately
200 P2M command cars
50 P2S amphibians

but it is believed in specialist circles of the motor industry that the factory has not the capacity necessary to carry out such an order.

3. Production of AFVs:

No production of AFVs is taking place at present, although necessary spare parts for repairs are being produced.

During the summer of 1954, discussions took place between the KVP, the Department of Shipbuilding and the Geological Institute about the production of an AFV engine of 500 -600 HP with the intention of producing

200 engines for AFVs
30-50 engines for ships
10-20 engines for soil research vehicles

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A prototype was built at the Johannistal branch of the Research and Development Works in Chemnitz, using a Russian engine as model. This, however, caused quite a scandal. The Department for Motorisation of the KVP denied having issued an order for the building of such an engine as supplies were being received from USSR. It was also claimed that an already obsolete Russian model was used as a basis for the building of the prototype. Nothing further has been heard of this engine.

4. New Formations as a result of the Paris Agreements:

- a. The VdA is to be increased
 - (i) Two new units, designation and location, as yet unknown, are to be formed.
 - (ii) Between four and five million DMs are to be made available for the production of vehicles for the air arm, including approximately 137 G5 and Phanomen trucks and an unknown number of special vehicles for the building and maintenance of air fields i.e: levelling tractors, snow plows and sweeping machines.
 - b. A railway construction unit (Eisenbahn Baubataillon) is to be formed which is expected to be stationed in Strausberg. It is to be under the command of Colonel Watzdorf.
 - c. A road construction unit (Strassenbaubataillon) is planned, strength and location unknown, under the Chief of the Supply Services, General Allenstein.
 - d. The defense units (Schutzdienste) under Colonel Ludwig are to be reinforced. In particular, the available numbers of contamination vehicles is to be increased.
5. Spare parts for Russian built vehicles in the KVP are to be obtained via the Red Army Group w.e.f. January 1955.
6. A large map exercise was to be held in Strausberg from 17 to 19 January. TVs 12, 24, the Potsdam Division and KVP See and Luft are to take part.

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